



DEPARTMENT OF THE NAVY

USS FAHRION (FFG 22)
FPO AA 34091-1478

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From: Commanding Officer, USS FAHRION (FFG 22)
To: Director of Naval History (OP-09BH), Washington Navy Yard,
Washington, DC 20374-0571

Subj: 1996 COMMAND HISTORY OF USS FAHRION (FFG 22)

Ref: (a) OPNAVINST 5750.12E

Encl: (1) Command Mission and Organization
(2) Chronology for 1996
(3) Command History Narrative
(4) Supporting Documents

1. In accordance with reference (a), enclosures (1) through (4) are submitted.

D. Morel
D. MOREL

Copy to:
COMNAVSURFLANT (NO2P)
COMDESRON SIX (NO2L)

COMMAND MISSION AND ORGANIZATION

FAHRION's mission is to train her active duty personnel and selected reservists as a team to maintain full combat readiness. FAHRION routinely deploys from her home port to accomplish this and other missions, such as counter-narcotic operations and enforcement of United Nations sanctions. FAHRION is often called upon to perform such missions on short notice and without selected reserve augmentation. Other missions include providing self-defense in the protection of underway replenishment groups, amphibious forces and merchant shipping against subsurface, air and surface threats, and conducting prompt and sustained anti-submarine warfare operations in conjunction with other sea control forces tasked to ensure friendly use of vital sea lines of communication.

FAHRION is a ship of Destroyer Squadron Six, CAPT J.W. Young Jr., USNR, Commanding, and is currently based in Mayport, Florida. This ship's Commanding Officer is CDR David Morel, USN. A biography and photograph are included in enclosure (4). The executive officer is LCDR Roger D. Perkins, USNR. The Command Chief is STGC(SW) Mark Celashi. Department Heads are LT (b) (6) Engineer; LT (b) (6) Combat Systems; LT (b) (6) Supply; LT (b) (6) Operations; and CDR (b) (6) Selected Reserve Coordinator.

CHRONOLOGY FOR 1996

January:

- 1-5 In port Mayport, Florida for holiday leave period and upkeep.
- 6-7 Underway, Jacksonville Operating Area, for Naval Reserve Training.
- 8-31 In port Mayport, Florida for training and upkeep.

February:

- 1 In port Mayport, Florida for Command Assessment of Readiness and Training (CART) I.
- 2-9 In port Mayport, Florida for training and upkeep.
- 10-11 Underway, Jacksonville Operating Area for Naval Reserve Training and helicopter deck landing qualifications.
- 12-13 In port Charleston, SC for ammunition off-load.
- 14 Underway, enroute Mayport, Florida
- 15-29 In port Mayport, Florida for Selected Restricted Availability.

March:

- 1-31 In port Mayport, FL for Selected Restricted Availability.

April:

- 1-2 In port Mayport, FL for Selected Restricted Availability.
- 3-5 In port Mayport, FL for Light-Off Assessment.
- 9 In port Mayport, FL for fast cruise and dock trials.
- 10 Underway, Jacksonville Operating Area, for sea trials.
- 11-12 In port Mayport, FL for upkeep.
- 13-14 Underway, Jacksonville Operating Area, for Naval Reserve Training.
- 15 In port Charleston Naval Weapons Station for weapons on-load.
- 16-18 Underway, enroute Baltimore, Maryland.
- 18-23 In port Baltimore, Maryland for Visit Ship.
- 24-26 Underway, enroute Mayport, FL
- 26 In port Mayport, FL for refueling and upkeep.
- 27-28 Underway, Jacksonville Operating Area, for Naval Reserve Training.
- 29-30 In port Mayport, FL for Logistics Management Assessment.

May:

- 1-17 In port Mayport, FL for Logistics Management Assessment and AN/WQN-2 installation.

- 18 Underway, Jacksonville Operating Area, for Employer/
Family Member Cruise and helicopter deck landing
qualifications.
- 19-28 In port Mayport, FL for upkeep, Reserve Administration
Assist Visit, underwater hull cleaning and AN/WQN-2
installation.
- 29-30 Underway, enroute Norfolk, VA.
- 31 In port Norfolk, VA (Nauticus Maritime Museum).

June:

- 1-2 In port Norfolk, VA (Nauticus Maritime Museum) for
Visit Ship.
- 3-6 Underway, Vacapes, for Midshipmen training.
- 7-10 In port N.S. Norfolk, VA for upkeep and AN/WQN-2 final
installation.
- 11-14 Underway, Vacapes, for Midshipmen training.
- 15-16 In port N.S. Norfolk, VA for upkeep and AN/WQN-2
removal.
- 17-18 Underway, enroute Mayport, FL.
- 19-30 In port Mayport, FL for upkeep and Visit Ship.

July:

- 1 Underway, enroute Nassau, Bahamas.
- 2-5 In port Nassau, Bahamas for Visit Ship..
- 6-7 Underway enroute Key West, FL.
- 8-12 In port Key West, FL.
- 13 Underway, Straits of Florida, for Operation Stand-
Off Six/Monitor II.
- 14-15 Underway, enroute Mayport, FL
- 16-31 In port Mayport, FL for upkeep and CART II.

August:

- 1-2 In port Mayport, FL for CART II.
- 3-23 In port Mayport, FL for IMAV
- 24-25 Underway, Jacksonville Operating Area for Naval Reserve
Training.
- 26-31 In port Mayport, FL for Tailored Ship Training
Availability I with Combat Systems
Training Group.

September:

- 1-2 In port Mayport, FL for upkeep.
- 3-6 Underway, Jacksonville Operating Area, for TSTA I with
Engineering Training Group.
- 7-10 In port Mayport, FL for upkeep and in port TSTA I.
- 11-13 Underway, Jacksonville Operating Area, for TSTA I.
- 14-15 Underway, Jacksonville Operating Area, for Naval
Reserve Training.
- 16 In port Mayport, FL for upkeep.

17-20 Underway, Jacksonville Operating Area, for TSTA I.
21-22 In port Mayport, FL for upkeep.
23-27 Underway Jacksonville Operating Area for TSTA I.
28-30 In port Mayport, FL for upkeep.

October:

1-5 In port Mayport, FL for upkeep; visit ship with 48th
Fighter/Bomber Group reunion and Oviedo H.S. NJROTC.
6-7 Underway enroute Naval Station Norfolk, VA
8-9 In port N.S. Norfolk, VA for upkeep, visit ship with
517th Field Auxiliary Battalion reunion group.
10-21 Underway Cherry Point Oparea for Joint Task Force
Exercise 97-1 with Opposition Forces.
21-23 Underway enroute Boston, MA
24-28 Port visit Boston, MA; visit ship; award ceremony on
board USS Constitution.
28-31 Underway enroute Mayport, FL; burial-at-sea.

November:

1-11 In port Mayport, FL for upkeep and Industrial Hygiene
Survey.
12-15 Underway Jax Oparea for TSTA II with Engineering
Training Group Mayport.
16-30 In port Mayport, FL for upkeep and Naval Reserve
training.

December:

1-3 In port Mayport, FL for Engineering Certification
(ECERT) preparations with Engineering Training Group
Mayport.
4-5 Underway Jax Oparea for COMDESRON SIX Junior Officer
Shiphhandling Contest and E-CERT.
6-31 In port Mayport, FL for upkeep, TSTA II with Combat
Systems Training Group Mayport and holiday leave.

COMMAND HISTORY NARRATIVE

January

USS FAHRION (FFG 22) spent the first five days of 1996 in her home port of Mayport, Florida to provide a New Year's holiday leave period for the majority of her crew. These five days were also the conclusion of a month long post-deployment stand down following a five and a half month deployment around the continent of South America.

On January 6th, after some much needed rest and time spent at home, the FAHRION got underway again for the first time since her December 3rd, 1995 homecoming from her overseas deployment. FAHRION embarked her component of Selected Reservists and conducted a two day Naval Reserve Training period in the Jacksonville Operating Area, consisting of man overboard drills, abandon ship exercises and engineering drills.

Upon arriving back into home port on January 7th, the remainder of the month was spent in port for upkeep. The crew of FAHRION used this time to vigorously train in all facets of naval warfare. In addition, a ship's service diesel generator inspection, a test equipment calibration readiness assessment and an Afloat Training Group Mayport sanctioned in port fire party training session were all conducted from January 16th to the 19th. The month of January concluded with a Communications Security Material (CMS) assist visit, a PARSE II elevator visit and an industrial plant equipment visit.

February

USS FAHRION remained in her home port for the first nine days of February. Because FAHRION was scheduled for a Selected Restricted Availability in the near distant future, representatives from DESRON SIX came on board February 1st to conduct the first phase of Pre-Light-Off Training (PLOT I). Although FAHRION had one more period at sea prior to her overhaul, engineers from DESRON SIX arrived for a one-day assessment of engineering programs and to train the wardroom on the post overhaul training and evaluation cycle. The following eight days were filled with extensive training and a Safety Survey, conducted on February 6th, by representatives from the Navy Safety Center.

FAHRION got underway for Naval Reserve Training on the weekend of February 10th and 11th. Saturday included a CIWS pacfire and sleeve shoot, helicopter deck landing qualifications, general quarters and basic engineering casualty control exercises. On Sunday, the Commanding Officer, Executive Officer and a Navy Chaplain participated in a burial-at-sea ceremony that took place on the flight deck. Along with the notes of taps and the reports of 21 guns, the cremains of five World War II veterans were committed to the sea. Following an hour long

annual full power trial, FAHRION headed back into the Mayport Basin only long enough to transfer her Selected Reservists onto a tug before heading back out to sea.

February 12th found FAHRION enroute to the Charleston Naval Weapons Station. FAHRION moored later that day and immediately began off-loading all of her ammunition in preparation for the upcoming overhaul. The crew enjoyed liberty that night in downtown Charleston and then proceeded back to home port the following day. FAHRION arrived back in Mayport early on the 14th and began an eight week Selected Restricted Availability with North Florida Shipyard. The rest of the month was spent supporting the shipyard and conducting crew training.

FAHRION pulled out all the stops and gave the USS DE WERT (FFG 45) a hearty welcome on February 24th as she pulled back into home port following an overseas deployment. The last three days of February were filled with a Food Management Team assist visit, general fire fighting school and the second phase of the Pre-Light-Off Training conducted by Engineering Training Group Mayport.

March

The entire month of March was spent in overhaul. Although the crew still underwent extensive training in all facets of surface warfare, training emphasis shifted to that of damage control in preparation for the upcoming Light-Off Assessment. Drills combatting main machinery space fires by the in port duty sections were held daily.

From the 11th to the 15th the Engineering Department again hosted Engineering Training Group Mayport; this time for Pre Light-Off Training Phase Three in which programs, safety checks and fire drills were closely scrutinized. During PLOT III, FAHRION also fared well during Surface Warfare Training Week held in the Mayport Basin.

Meanwhile, in the midst of all of this training, extensive shipyard work was taking place throughout the ship. Major projects included gas turbine intake and exhaust refurbishment, ship's service diesel generator overhaul, and refurbishment of all fuel and potable water tanks. In addition, ship's force was hard at work improving the habitability of all crew berthing compartments. As the end of March drew near, fire drills became a daily way of life for the crew. The Engineering Department remained hard at work correcting material deficiencies in the engineering plant as well as a variety of other tasks necessary to successfully complete the Light-Off Assessment that was just around the corner.

April

The crew of FAHRION began the month of April making last minute preparations for the upcoming Light-Off Assessment (LOA).

Main space fire drills were run twice daily on April 1st and 2nd. On April 3rd, Engineering Training Group Mayport arrived on board to conduct the three day LOA. All the hard work and extra effort put forth by the crew paid off when ETG departed the ship on the 5th proclaiming FAHRION as safe to light off her engineering plant. With the successful conclusion of the LOA, the Selected Restricted Availability overhaul period officially ended as FAHRION completed a day of dock trials and a fast cruise on April 9th, and a day underway for sea trials on the 10th.

FAHRION was now ready to put to sea and did exactly that on April 13th and 14th for a weekend of Naval Reserve training. FAHRION returned to Mayport briefly on the 14th to disembark the Selected Reservists and again headed out to sea, back to the Charleston Naval Weapons Station to replace the ammunition that she had off-loaded. FAHRION arrived at the weapons station in the early morning hours of the 15th and immediately began taking on ammunition.

FAHRION began a transit to Baltimore, Maryland the following day, on April 16th. However, the three day transit, packed with several training events, was not without incident. Right in the middle of a steering casualty drill, in which control of the ship was in "after steering," a shipmate who was out painting the weather decks lost his balance, slipped, and fell over the side. With the seas being as high as they were, if it were not for the quick response of an alert aft lookout, who immediately tossed in two life rings and a smoke canister, the bridge team may have never spotted the man overboard. The ship smartly executed the proper maneuver and efficiently recovered the man using the small boat. The aft lookout was awarded a Navy Achievement Medal on the spot by the Commanding Officer for his vigilant watchstanding.

On April 18th FAHRION arrived in Baltimore, Maryland for a five-day liberty port. After passing by historic Fort McHenry, FAHRION tied up to the magnificent red brick pier in the historic district of Fells Point. Just minutes from inner harbor, Fells Point offered numerous restaurants, taverns and shops that were all within walking distance. The city of Baltimore and the Fells Point contributed free seating to the Baltimore Orioles versus Boston Red Sox baseball game, free water taxi service, reduced admissions to the National Aquarium in Inner Harbor and a free tour of the Camden Yards Oriole Ball Park. In addition, the crew attended a tour of the old sailing frigate USS CONSTELLATION in Inner Harbor and also several social gatherings hosted by Fells Point establishments. In exchange for all of this hospitality, the ship opened its doors and provided daily tours to over 3,000 tourists during the port visit.

After five days of holiday routine it was time to head back to Mayport, Florida. FAHRION got underway on April 24th for a two-day transit back to home port which included both NIXIE operations and a post overhaul full power run. FAHRION arrived home on April 26th, remained in port for the night, and proceeded out to sea the next morning for another NRT weekend. However, there would be no rest for the weary as FAHRION returned to home

port on April 28th just in time for the three-day Logistics Management Assessment.

May

FAHRION remained in home port for the next 17 days. On May 1st, the Logistics Management Assessment concluded. This in port period was to allow for an Intermediate Maintenance Availability with SIMA Mayport and an Aviation Readiness Evaluation (ARE). The ARE took place from the 14th to the 17th and ended with successful results: FAHRION won certification for full helicopter operations and was complimented as being the best FFG in the Atlantic fleet for providing quality JP-5 aviation fuel. This in port period also marked the beginning of preliminary installation efforts for the new AN/WQN-2 pit sword, for which FAHRION was tasked to be the test platform.

On May 18th FAHRION got underway for a one-day Employer's/Family member cruise. The employers of the command's Selected Reservists and the crew's family members were invited on board and treated to a day of demonstrations from each of the departments on board FAHRION. Flight operations, gun shoots and a flight deck barbecue were a few of the attractions provided to the guests.

The remainder of the month up to May 28th was spent in port for upkeep, a Naval Reserve administration assist visit and an underwater hull cleaning. AN/WQN-2 pit sword installation efforts also continued during this time frame. On May 28th FAHRION embarked a group of first and second class Midshipmen from the Naval Academy and various NROTC units for their summer training and a month's exposure to the surface warfare community. The following morning, on May 29th, FAHRION proceeded out of the Mayport Basin for a two-day transit up the coast to Norfolk, Virginia where she would conduct Midshipman training during the first two weeks of June. Upon arrival in the Norfolk area on May 31st, FAHRION moored at the Nauticus Maritime Museum's pier to offer a weekend of ship tours to the general public before having to get underway for Midshipman training.

June

From June 1st through 2nd, FAHRION was moored at the Nauticus Maritime Museum at the waterfront in downtown Norfolk, Virginia and provided daily ship tours to patrons of the museum. This port visit also served as a liberty port for the crew. Restaurants, baseball games, museums and shopping were popular attractions among the crew.

On June 3rd, FAHRION embarked a group of Third Class Midshipmen at the Nauticus pier and got underway for three days of Midshipmen training. The 3/C Midshipmen were on board for their summer training and were able to observe Basic Engineering Casualty Control Exercises, a precision anchoring, general quarter and a main machinery space fire fighting drill.

FAHRION arrived at Norfolk Naval Base late on June 6th and remained in port for upkeep for the next three days. During this in port period, several of the ship's officers and crew participated in the Norfolk Harborfest 10K run. Also during this time, final installation efforts were completed on the AN/WQN-2 pit sword and FAHRION was made ready to test the new speed sensing device in the weeks to follow.

On June 10th FAHRION departed Norfolk Naval Base with a new group of 3/C Midshipmen for another four days of underway Midshipmen training. Initial testing of the new pit sword commenced upon getting underway. On June 12th the Midshipmen were treated to a live firing 76mm pacfire gun shoot and were given the opportunity to maneuver the ship during man overboard drills. June 12th through the 13th was also spent rigorously testing the AN/WQN-2 pit sword. After numerous repeated attempts at troubleshooting and maneuvering, it was confirmed that the AN/WQN-2 was inoperative and would require complete removal.

FAHRION returned to Naval Base Norfolk on the 14th and remained for the following two days. During this time the AN/WQN-2 was removed and a plug was left in its place. Without the new pit sword it was no longer necessary to proceed south to the FT Lauderdale, Florida Test Range for the next two weeks as was originally scheduled. Instead it was decided that FAHRION would return to home port early for two weeks of upkeep. FAHRION got underway from Norfolk on June 16th and began a three-day transit back to Mayport, Florida. FAHRION arrived at home port on June 19th and during the next two weeks in port was able to participate in the Mayport Surface Warfare Training Week and also provided ship tours to the general public.

July

On July 1st, 1996, FAHRION got underway from the Mayport Basin to resume her original employment schedule. As originally scheduled, FAHRION was due to arrive in Nassau, Bahamas on July 2nd for three days of liberty, ship tours and a show of good will, and was making turns to arrive on time. Several exercises were conducted on the way to include a swept channel mine avoidance drill, a loss of gyro exercise, and a jammed rudder drill. FAHRION spent July 2nd through the fifth nestled among giant cruise ships along the Nassau "Cruise Pier." Besides a gesture of goodwill, the intent of the port visit was to offer ship tours to the general public, provide a liberty port to the crew, and to offer an American Naval presence at the celebration of Independence Day party at the residence of the U.S. Ambassador to the Commonwealth of the Bahamas. During the port visit, over 1,000 visitors toured the decks of FAHRION and shopped at the ship's general store. Members of the crew enjoyed such activities as fishing, snorkeling, scuba diving and walking Nassau's beautiful beaches.

Although FAHRION was originally scheduled to spend some time at sea for training following the Nassau port visit, the underway

schedule was cut short by the track of hurricane Bertha. Instead, FAHRION proceeded out the Bahamas and sailed directly to Key West, Florida. On the way FAHRION conducted numerous main machinery space fires in preparation for the CART II examination at the end of the month. FAHRION arrived in Key West on July 7th and remained there until the 12th, waiting for hurricane Bertha to pass and to make preparations for her assigned role in the upcoming Operation Stand-Off Six/Monitor II. Despite a heavy workload, the crew managed to enjoy liberty in Downtown Key West during the evenings. Also during the stay Key West, on July 9th, the in port duty section happened to notice a local mariner get thrown from his dinghy as it was swamped by a vessel passing close by. The crew rapidly swung into action, rescued the man in the water using the ship's small boat, returned him to his dingy and towed him back to his sailboat anchored off-shore.

FAHRION departed Key West on the 12th to take up her assigned station for her role in operation Stand-Off Six/Monitor II. FAHRION was tasked with patrolling a sector just off the edge of Cuban territorial waters in order to protect a flotilla of Cuban Americans as they conducted a wreath laying ceremony in remembrance of the sinking of the Cuban refugee laden vessel "13th of March." FAHRION and other military and U.S. Coast Guard assets were on hand to prevent any hostile Cuban reactions to the possibility of a flotilla member mistakenly violating Cuban waters or airspace. FAHRION was to provide AAW protection for the "Hermanos Al Rescate", a group of Cuban American pilots accompanying the flotilla by circling overhead in their aircraft. The American presence was chiefly concerned with another shutdown of private aircraft flown by the "Hermanos Al Rescate" by Cuban combat aircraft. Another concern was possible hostile actions on behalf of Cuban patrol boats towards any of the flotilla vessels. Because the United States Coast Guard closely escorted the flotilla and prevented any of them from mistakenly crossing the line, the wreath laying ceremony progressed smoothly and the flotilla/Hermanos Al Rescate group proceeded peacefully and uneventfully back to Key West.

With the threat of a clash between Cuba and the flotilla over, FAHRION turned around and proceeded back to home port. Upon arriving in Mayport, the crew went into high gear making last minute preparations for the upcoming CART II. The four-day CART II commenced on July 28. Afloat Training Group Mayport came on board to assess the ship's current proficiency in fire fighting, ship's control and combat systems, while the Propulsion Examination Board simultaneously came on board to specifically evaluate the Engineering Department and main machinery space fire fighting capability. A tremendous amount of hard work was put forth by the crew during those final two weeks preceding CART II. Those efforts paid off.

August

During the first two days of August, 1996, FAHRION remained

in home port concluding CART II with great success. FAHRION proved herself ready to meet all aspects of the upcoming training cycle and also proved her mettle in fighting main machinery space fires.

The period from August 3rd to the 23rd was also spent in home port undergoing an intermediate maintenance availability with Sima Mayport. At the conclusion of the IMAV, FAHRION got underway for the month's only underway period in the form of an NRT weekend. Unique to this NRT weekend was a number of civilian guests that were invited to ride the ship for the weekend. Among these guests included six teachers and middle-management executives that embarked through the "Guest of the Navy" program. Also, a film crew from PBS Ch. 7 came on board to complete a documentary they had started with the aviation and submarine communities. Besides the usual Reserve training, the weekend was also filled with several other events. Upon getting underway the crew practiced a simulated low visibility transit out of the basin followed by a loss of gyro exercise, a simulated swept channel transit and a precision anchorage exercise. Following these events, the ship came to a halt and performed a burial at sea ceremony for three deceased service members that was complete with a 21 gun salute and taps.

The remainder of the NRT weekend was filled with basic engineering casualty control exercises and maintenance on the ship's anchor. As the ship was tied up to the pier on Sunday, August 24th, not a minute was wasted as the crew hastened to connect an in port training van to the ship's combat systems equipment. The trainer was interfaced with the ship in order to conduct the first phase of TSTA I training with CSTG, which would last to the end of the month.

September

The underway portion of TSTA I began in earnest in September. After two days of Holiday routine for the Labor Day weekend, FAHRION commenced her first TSTA I training week at sea. For every week of September to follow, from Tuesday through Friday, the ship would put to sea for a week of intense training with Afloat Training Group Mayport (ATG). Each week underway was filled with precision anchorages, basic engineering casualty control exercises, chemical-biological-radialogical exercises, general quarters damage control scenarios and replenishment at sea evolutions alongside various ships. Furthermore, numerous low visibility, loss of gyro and loss of steering drills were squeezed into any empty slots in the daily schedule.

In between two of the training weeks, from September 14th through the 15th, FAHRION got underway for an NRT weekend to train her complement of Selected Reservists. An SH-3 Sea King from HSL-75 landed on board over the weekend to conduct deck landing qualifications, in flight refueling and to provide FAHRION flight deck crewman with a training opportunity for ATG inspectors to evaluate. The last TSTA I underway training week

concluded on September 27th, to be followed by three days of upkeep. The month's scheduled can be characterized as very intense, with each day absolutely filled with exercises, drills and evolutions. The frequency of pulling into and out of anchorages and the Mayport Basin, and the long hours spent at general quarters made for a very weary crew at the end of each week. Training in all facets of naval warfare was presented by ATG which the crew of FAHRION met head on and successfully completed each and every test.

October

The first five days of October FAHRION spent pierside in Mayport, Florida for upkeep and ship tours. On October 4th a reunion group from the 48th Fighter Bomber Group visited FAHRION and was followed the next day by a group of cadets from a local high school NJROTC unit.

On October 6th, FAHRION got underway for a two-day transit up the coast to Naval Station Norfolk in order to become part of the "opposition forces" for Joint Task Force Exercise 97-1, which was to commence on October 10th and end October 22nd. FAHRION arrived at Norfolk on October 8th and remained in port until the 10th while the participants waited out extremely heavy weather. During her stay in port, FAHRION hosted another reunion group, this time 100 reunionees from the 517th Field Auxiliary Battalion.

On October 10th FAHRION departed Naval Station Norfolk and rendezvoused with USS SIMPSON (FFG 56). The two frigates, together with the USS SAN JUAN, a Los Angeles class fast attack submarine, began the "presence phase" of JTFEX 97-1 as members of the opposition forces. The opposition forces were tasked to simulate navies of countries bordering the Arabian Sea. The Cherry Point OPAREA was redesignated as the Arabian Sea. The opposition forces were in place to harass and eventually "attack" the THEODORE ROOSEVELT Carrier Battle Group with the intent of training the battle group in rules of engagement. During the "presence phase," from October 10th to the 14th, FAHRION participated in DIVTACS and numerous USW exercises with USS SAN JUAN and USS SIMPSON.

From October 15th to the 21st, FAHRION proceeded independently as the JTFEX evolved into the "Hostile Phase." FAHRION became a "rogue" vessel and proceeded to launch attacks against members of the ROOSEVELT Battle Group. FAHRION attacked USS HAWES and managed to disengage and avoid detection by rigging deceptive lighting and simulating a trawler. Before being neutralized by ashore and afloat aviation assets, FAHRION managed to score victories against a P-3C Orion and a F/A-18 Hornet.

After 11 days of "war time" steaming at EMCON Alpha and numerous replenishments-at-sea, FAHRION was detached from the exercise on October 21st and began a two-day transit to Boston, Massachusetts for a four-day port visit. FAHRION arrived at the Westside Charlestown National Historic Park and berthed just

forward of the USS CONSTITUTION. For the next four days FAHRION provided ship tours to the Boston public. An award ceremony for FAHRION crewmembers was scheduled for October 24th. However, instead of conducting the ceremony on the flight deck, the crew assembled on the decks of the USS CONSTITUTION and watched as fellow shipmates received their awards on the decks of the oldest ship in the Navy.

FAHRION departed Boston on the 28th and made a three day transit down the East coast to its home port in Mayport, Florida. Two guests-of-the-Navy and one Scientist-at-Sea made the trip and were able to observe a 76mm and CIWS gun shoot, a burial-at-sea and numerous fire fighting drills during general quarters. After nearly a month away from home, FAHRION returned just in time for Halloween and a night of trick-or-treating.

November

From November 1st to the 11th, FAHRION remained in her home port of Mayport, Florida for general upkeep. A successful Industrial Hygiene Survey was conducted from the 5th to the 7th. Also on November 7th, members of the Columbia, SC Chamber of Commerce came on board for a ship tour.

On November 12th, FAHRION proceeded underway with Engineering Training Group Mayport on board for her Engineering TSTA II Evaluation. The motivation, positive attitude and professional presentation on behalf of the engineers and the ship's damage control complement ensured a successful outcome. Solid engineering management programs, six successful basic engineering casualty control drill sets and two satisfactory main space fire drills were more than enough to pass the evaluation. Furthermore, the resounding success of the main space fire drills and the management programs made for a much easier Engineering Certification to follow at the beginning of December. The success of TSTA II narrowed the scope of the Engineering Certification down to only one day underway for the observation of only two drill sets.

The remainder of the month was spent in home port for Naval Reserve Training and Engineering Certification (E-CERT) preparations. A Naval Reserve Training weekend on 16 and 17 November that was originally scheduled as an underway weekend was redesignated as an in port training weekend after severe weather cancelled the underway period. Tiger Teams consisting of members from all divisions were assembled to preserve, clean and paint the engineering spaces for the upcoming E-CERT.

December

The first three days of December FAHRION remained in home port making last minute preparations for the E-CERT with the assistance of Engineering Training Group Mayport. The one day E-CERT was scheduled on December 5th but FAHRION got underway one

day earlier on December 4th to host the COMDESRON SIX Junior Officer Shiphandling Contest. FAHRION's own LTJG (b) (6) took top honors at the competition. The ship anchored out over night and proceeded underway bright and early on the 5th to pick up the members of the Propulsion Examination Board. After space walk-throughs were conducted, PEB and Engineering Underway Watch Sections 1 and 2 immediately got down to business with the two sets of evolutions and drill sets. In the end, after both drill sets were smoothly conducted, FAHRION received a grade of over 95% satisfactory on evolutions. On numerous occasions members of PEB complimented the engineers on their immaculate spaces, excellent material condition, and the professionalism of their presentation. The ship arrived back in home port shortly after lunch time on December 5th. A broom was flown from the yardarm to announce to everyone in the basin that FAHRION had just made a "clean sweep" of her E-CERT. All of the engineers felt as if a huge weight had just been lifted from their shoulders as they successfully ended an eight-month long training cycle, a cycle beginning with the post overhaul Light Off Assessment in April and ending with the E-CERT.

The remainder of the month was spent pierside in home port. An in port Naval Reserve Training weekend was conducted on the 7th and the 8th, followed by in port TSTA II with Combat Systems Training Group Mayport from the 9th to the 13th. The command Christmas party was enjoyed by all on the evening of the 13th. The activity level around the ship began to slow as holiday leave commenced on the 17th and lasted to the end of the month.